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Working Party on the Transport of Dangerous Goods

Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods

Geneva, 15-19 September 2008
Item 5 (b) of the provisional agenda

PROPOSALS FOR AMENDMENTS TO RID/ADR/ADN* **

New proposals

Limited quantities

Transmitted by the Government of Switzerland

* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.7 (c)).

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SUMMARY

<i>Executive summary:</i>	The text of 3.4.9 indicates that information on goods transported in limited quantities is not required for maritime transport, and in the case of overland transport preceding maritime transport consignors need not provide information on the quantity of goods carried. These two errors can be rectified by deleting the last part of the text of 3.4.9.
<i>Action to be taken:</i>	In 3.4.9, delete “in advance of carriage not involving marine transport”.
<i>Related documents:</i>	ECE/TRANS/WP.15/195.

Introduction

1. The text of 3.4.9 is worded as follows:

“3.4.9 Consignors of dangerous goods packed in limited quantities shall inform the carrier of the total gross mass of such goods to be consigned, in advance of carriage not involving maritime transport.”

2. The meaning of this sentence is unclear. According to information provided while these texts were being drafted, information on goods carried by maritime transport must be given in all cases. The wording “... in advance of carriage not involving maritime transport” is misleading, since under 3.4.6 of the IMDG Code, such information is specifically required in the event of maritime transport. The wording thus provides an exemption only from the obligation to inform the carrier in the case of overland transport when maritime transport follows overland carriage. That the IMDG Code requires information to be provided but the same information need not be made available for overland carriage preceding maritime transport, makes no sense.

3. The Government of Switzerland believes that the wording “... in advance of carriage not involving maritime transport” is unnecessary and needlessly confusing.

Proposal

4. In 3.4.9, delete the text “... in advance of carriage not involving maritime transport”.

Justification

5. Since maritime transport always requires information on the dangerous goods carried, maritime transport will not be affected if, during previous overland carriage, too, information on the quantity of dangerous goods carried is required. This will eliminate the exemption from the obligation to provide information to the carrier when maritime transport follows overland transport. The exemption was unintentional.

Safety implications

6. Safety is improved, as the wording becomes easier to interpret.
